



## REPORT TO THE HEARING EXAMINER

### A. SUMMARY AND PURPOSE OF REQUEST

**HEARING DATE:** October 27, 2015

**Project Name:** Longacres Business Center Phase II

**Owner:** Longacres Renton, LLC / 3900 E. Camelback Road, Suite 100 / Phoenix, AZ 85018

**Applicant:** Molly Carson, Ryan Companies US, Inc. / 3900 E. Camelback Road, Suite 100 / Phoenix, AZ 85018

**Contact:** Dave Williams, Ryan Companies US, Inc. / 3900 E. Camelback Road, Suite 100 / Phoenix, AZ 85018

**File Number:** LUA15-000630, ECF, MOD, SA-H

**Project Manager:** Clark H. Close, Senior Planner

**Project Summary:** The applicant is requesting Hearing Examiner Site Plan Review, SEPA Environmental Review and a street modification for two (2) stand-alone general office buildings totaling 260,000 square feet (SF) and 1,063 parking stalls. The vacant 17.38 acre site, called Longacres Business Center Phase II, consists of six (6) full parcels (APN's 088670-0090, -0100, -0380, -0150, -0190, and -0370) and two (2) partial parcels (APN's 088670-0160 and -0180). The site is generally located north of the intersection of SW 27th St and Naches Ave SW. Building C is a three-story 113,000 SF general office use building and Building D is a three-story 147,000 SF general office building. The two buildings will incorporate tilt-up concrete panels in conjunction with steel framing and light gauge metal construction with building heights at roughly 47 feet. Site access would be served from either Oakesdale Ave SW or Naches Ave SW via a private access roadway. The project site is located in the Employment Area Valley (EAV) land use designation and the Commercial Office (CO) zone and includes high seismic hazards, low erosion hazards and low landslide hazards. The site is within the 100-year flood zone and currently no wetlands, streams, lakes or steep slopes are identified on the property. The project would include a detention wetpond for water quality treatment and detention.

**Project Location:** SW 27th Ave & Naches Ave SW



Project Location Map

**B. EXHIBITS TO THIS REPORT:**

- Exhibit 22: Report to Hearing Examiner
- Exhibit 23: Notice of Application (dated August 26, 2015)
- Exhibit 24: Street Modification Request for Oakesdale Ave NW (received August 24, 2015)
- Exhibit 25: Boeing Longacres Property Second Amended Binding Site Plan (Rec. No. 20050504000673)
- Exhibit 26: Traffic Concurrency Test for Longacres Business Center Phase II: Bannwarth
- Exhibit 27: Street Modification Memo: Bannwarth
- Exhibit 28: Environmental "SEPA" Determination, ERC Mitigation Measures and Advisory Notes
- Exhibit 29: Notice of Environmental Determination and Public Hearing
- Exhibit 30: Affidavit of Posting and Mailing
- Exhibit 31: Revised Architectural Exterior Elevation (A4.1)
- Exhibit 32: Parking Lot Circulation Map

**C. GENERAL INFORMATION:**

- 1. **Owner(s) of Record:** Longacres Renton, LLC / 3900 E. Camelback Road, Suite 100 / Phoenix, AZ 85018
- 2. **Zoning Classification:** Commercial Office (CO)
- 3. **Comprehensive Plan Land Use Designation:** Employment Area Valley (EAV)
- 4. **Existing Site Use:** Vacant covered with brush, weeds, grass, and trees
- 5. **Neighborhood Characteristics:**
  - a. **North:** Commercial Office (CO)
  - b. **East:** Heavy Industrial (IH)
  - c. **South:** Commercial Office (CO)
  - d. **West:** Burlington Northern Railroad, City of Tukwila (TUC-TOD Tukwila Urban Center – Transit Oriented Development)
- 6. **Access:** Vehicular access to the site would be from the intersection of Naches Ave SW and SW 27th St or from a new access driveway on Oakesdale Ave SW.
- 7. **Site Area:** ±757,073 square feet (±17.38 acres)

**D. HISTORICAL/BACKGROUND:**

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Approved Date</u>
Comprehensive Plan	N/A	5758	06/22/2015
Zoning	N/A	5758	06/22/2015
Annexation (S 180th)	A-002-59	1745	04/19/1959
Development Agreement (Recording No. 20030221002405)	N/A	N/A	02/21/2003

Strander Agreement (CAG-02-211) (Recording No. 20060420001032)	N/A	N/A	04/20/2006
Boeing Longacres Property Second Amended Binding Site Plan (Rec. No. 20050504000673)	N/A	N/A	05/04/2005

#### **E. PUBLIC SERVICES:**

##### **1. Existing Utilities**

- a. Water: The proposed development is within the City of Renton's 196 pressure zone water service area. There is an existing 12-inch water main in Naches Ave SW that ends at the cul-de-sac (refer to City project plan no. W-3399). There is also an existing 12-inch water main that runs north south near the project's east boundary line.
- b. Sewer: Sewer service is provided by the City of Renton. There is an existing 8-inch diameter sewer main along Naches Avenue SW.
- c. Surface/Storm Water: There is an existing storm water conveyance system in Naches Road SW and along Oakesdale Avenue SW.

2. **Streets**: The existing right-of-way on SW 27th St (AKA Strander Blvd) is approximately 90 feet in width and is classified as a minor arterial. There are existing street frontage improvements (sidewalk) on the north side of SW 27th St. The existing right-of-way on Oakesdale Ave SW is approximately 90 feet and is classified as a principal arterial. There are existing street frontage improvements (sidewalk and landscape strip) on the west side of Oakesdale Ave SW.

3. **Fire Protection**: City of Renton Fire Department.

#### **F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE (RMC), TITLE IV DEVELOPMENT REGULATIONS:**

##### **1. Chapter 2 Land Use Districts**

- a. Section 4-2-020: Purpose and Intent of Zoning Districts
- b. Section 4-2-060: Zoning Use Table
- c. Section 4-2-120: Commercial Development Standards

##### **2. Chapter 3 Environmental Regulations and Special Districts**

- a. Section 4-3-050: Critical Areas Regulations

##### **3. Chapter 4 Property Development Standards**

- a. Section 4-4-030: Development Guidelines and Regulations – General
- b. Section 4-4-070: Landscaping
- c. Section 4-4-080: Parking, Loading and Driveway Regulations
- d. Section 4-4-090: Refuse and Recyclables Standards
- e. Section 4-4-130: Tree Cutting and Land Clearing Regulations

##### **4. Chapter 6 Streets and Utility Standards**

- a. Section 4-6-060: Street Standards

##### **5. Chapter 9 Procedures and Review Criteria**

- a. Section 4-9-070: Environmental Review Procedures
- b. Section 4-9-200: Site Plan Review
- c. Section 4-9-250: Variances, Waivers, Modifications, Alternates

## **6. Chapter 11 Definitions**

### **G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:**

1. Land Use Element
2. Community Design Element

### **H. FINDINGS OF FACT (FOF):**

1. The applicant requested SEPA Environmental Review, Hearing Examiner Site Plan Review, and Street Modification for construction of a three-story general office building totaling 113,000 square feet with overall height of 47 feet and a three-story general office building totaling 147,000 square feet with an overall height of 47 feet.
2. The Planning Division of the City of Renton accepted an application for SEPA Environmental Review, Hearing Examiner Site Plan Review, Hearing Examiner Conditional Use Permit, and a modification request for review on August 24, 2015 and determined it complete on August 26, 2015 (*Exhibit 22*). The project complies with the 120-day review period.
3. The project site consists of six (6) full parcels (APN's 088670-0090, -0100, -0380, -0150, -0190, and -0370) and two (2) partial parcels (APN's 088670-0160 and -0180). The site fronts onto SW 27th St and Oakesdale Ave SW (*Exhibits 2 & 3*).
4. The Longacres Business Center Phase II site is somewhat rectangular in shape, being roughly 1,800 feet wide and 445 feet long through most of the site. The project is generally bounded by Commercial Office (CO) zoning to the north and south, Heavy Industrial (IH) to the east and the City of Tukwila is located to the west of the property.
5. The project site is located within the Employment Area Valley (EAV) land use designation and the Commercial Office (CO) zoning classification.
6. City ordinances governing the development of land up to and including adopted Ordinance No. 4877, per Development Agreement No. 20030221002405 (*Exhibit 17*), therefore all development regulations cited herein are dated on or before Ordinance No. 4877, effective December 13, 2000.
7. Site access is served by extending Naches Ave SW to the north at SW 27th St and constructing a full access driveway on Oakesdale Ave SW. Interior circulation includes several 24-foot two-way drive aisles throughout the 1,063 stall surface parking lot (*Exhibit 4*).
8. The topography of the property varies from parcel to parcel but is relatively flat with gentle slopes to the northeast with elevations around 20 to 22 feet (*Exhibit 5*).
9. The applicant submitted an Environmental Setting Report by Terracon Consultants, Inc. (dated August 14, 2015). According to the report the site contains no wetlands, streams, lakes, or critical habitats on or adjacent to the property based on a review of third party work and online resources (*Exhibit 15*).
10. A Geotechnical Report for the site was prepared by Terra Associates, Inc. (dated August 18, 2015; *Exhibit 11*); the report recommends that the heavier three-story building loads could be mitigated from potential settlement-related impacts by supporting the structure on augercast piles or on spread footings, bearing on ground conditions, improved by installation of rammed aggregate piers/stone columns. Augercast piles, if used, should be advanced to obtain support in the medium dense sand alluvium indicated to be present at depths of 30 to 35 feet.

11. Building C measures roughly 125 feet wide by 325 feet long (first floor footprint of roughly 37,500 SF) and building B measures roughly 130 feet wide by 420 feet long (first floor footprint of roughly 49,000 SF) (*Exhibits 4 & 7*). Together the two structures have a combined total building area of approximately 260,000 SF.
12. The site is undeveloped and covered with a moderate growth of brush, weeds, grass, and trees. The site contains a paved/gravel road that runs parallel to SW 27th St across the parcels from Oakesdale Ave SW, and north along parcel no. 088670-0190, which will be removed during site development (*Exhibit 4*).
13. There are a total of 53 significant trees that intermittently appear on parcels 088670-0150, -0190, while parcels -0090 and -0100 have very few existing trees. The applicant is proposing to retain seven (7) original trees along the project perimeters of the site (*Exhibit 5*).
14. The applicant submitted a conceptual landscape plan which includes the installation of 178 canopy trees (American sweet gum, red oak, gold falls zelcova), 68 columnar trees (bowhall red maple, columnar tulip tree), 167 small deciduous trees (vine maple, paperbark maple, flowering dogwood, quaking aspen), 15 weeping Alaska cedar, 51 shore pine, 110 Douglas fir, and 55 excelsa cedar trees. The proposed planting plan also includes native shrubs, accent shrubs, groundcover plants, perennial/ornamental grasses, sod lawn, native hydroseed with wildflower mix, and hydroseed throughout the site.
15. The applicant submitted a Preliminary Drainage Report by Coughlin Porter Lundeen (dated August 21, 2015; *Exhibit 13*). The drainage report is in accordance with the 1990 King County Surface Water Design Manual (KCSWDM). According to the report, the plan proposes a pipe network for conveyance of the onsite storm water from the building's footing drains, roof drains and parking lot to be conveyed to the proposed detention/wet pond in Tract B to the north of the site (to be owned and maintained by the Boeing Company). Compensatory storage is also proposed to be provided within the Tract B detention/wet pond.
16. On September 21, 2015, the Environmental Review Committee, pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), issued a Determination of Non-Significance - Mitigated (DNS-M) for Longacres Business Center Phase II (*Exhibit 28*). The DNS-M included one (1) mitigation measure. A 14-day appeal period commenced on September 25, 2015 and ended on October 9, 2015. No appeals of the threshold determination have been filed.
17. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measure with the Determination of Non-Significance – Mitigated:
  - a) Project construction shall be required to comply with the recommendations found in the Geotechnical Study conducted by Terra Associates, Inc. (dated August 18, 2015) or an updated report submitted at a later date.
18. Staff received no public or agency comments.
19. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development (*Exhibit 21*). These comments are contained in the official file, and the essence of the comments have been incorporated into the appropriate sections of this report.
20. The applicant has requested Site Plan Review and a Street Modification. The following table contains project elements intended to comply with Site Plan Review decision criteria, as outlined in RMC 4-9-200:

**SITE PLAN REVIEW CRITERIA:**

**a. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:**

The site is designated **Employment Area Valley (EAV)** on the Comprehensive Plan Land Use Map. There are two Employment Area Land Use Designations: Employment Area – Industrial, and Employment Area – Valley. Flexibility is encouraged in the Employment Areas by allowing a range of uses and multiple users on sites. Research and development businesses may need to evolve into production and distribution facilities as products are developed and receive approval for marketing. A flexible approach can facilitate business development and stimulate creation of nodes of employment activity supported by commercial and service uses. The goal of employment areas is to achieve a mix of land uses including industrial, high technology, office, and commercial activities in Employment Areas that lead to economic growth and a strengthening of Renton’s employment base.

The purpose of the Employment Area – Valley designation is to allow the gradual transition of the Valley from traditional industrial and warehousing uses to more intensive retail service and office activities. The intent is to allow these new activities without making industrial uses non-conforming and without restricting the ability of existing businesses to expand.

✓	<b>Policy LU-305.</b> <i>Multi-story office uses should be located in areas most likely to be served by future multi-modal transportation opportunities. A greater emphasis on public amenities is appropriate for this type of use.</i>
✓	<b>Policy LU-315.</b> <i>Commercial Office zoning should be supported where a site has high visibility, particularly in those portions of the Valley that are gateways and/or along the I-405 and SR 167 corridors, where larger sites can accommodate more intensive uses, and where sites can take advantage of existing and/or future multi-modal transportation opportunities.</i>
✓	<b>Policy LU-317.</b> <i>Site plan review should be required for all new projects in the Employment Area-Valley pursuant to thresholds established in the City’s development regulations.</i>
✓	<b>Policy LU-318.</b> <i>New development, or site redevelopment, should conform to development standards that include scale of building, building façade treatment to reduce perception of bulk, relationship between buildings, and landscaping.</i>
✓	<b>Policy CD-20.</b> <i>Orient site and building design primarily toward pedestrians through master planning, building location, and design guidelines.</i>
✓	<b>Policy CD-21.</b> <i>In areas developed with high intensity uses, circulation within the site should be primarily pedestrian-oriented. Internal site circulation of vehicles should be separated from pedestrians wherever feasible by dedicated walkways.</i>
✓	<b>Policy CD-23.</b> <i>Development should have buildings oriented toward the street or a common area rather than toward parking lots.</i>
✓	<b>Policy CD-30.</b> <i>Non-residential development should have site plans that provide street access from a principal arterial, consolidate access points to existing streets, and have internal vehicular circulation that supports shared access. Curb cuts and internal access should not conflict with pedestrian circulation.</i>
✓	<b>Policy CD-35.</b> <i>Support commercial and industrial development plans incorporating the following features (only applicable features are listed): 1) Shared access points and fewer curb cuts; 2) More than one use into a single development; 3) Internal circulation among adjacent parcels; 4) Shared facilities for parking, transit, recreation, and amenities; 5) Unified development concepts; and 6) Landscaping and streetscape that softens visual impacts.</i>

✓	<b>Policy CD-39.</b> <i>Ensure quality development by supporting site plans and plats that incorporate quality building, development, and landscaping standards that reflect unity of design and create a distinct sense of place.</i>
✓	<b>Policy CD-40.</b> <i>Use design regulations to provide direction on site design, building design, landscape treatments, and parking and circulation.</i>
✓	<b>Policy CD-41.</b> <i>Site design of development should relate, connect, and continue design quality and site function from parcel to parcel.</i>
✓	<b>Policy CD-55.</b> <i>Landscape buffers, additional setbacks, reduced height, and screening devices, such as berms and fencing, should be employed to reduce impacts (e.g. visual, noise, odor, light) on adjacent, less intensive uses.</i>
✓	<b>Policy CD-56.</b> <i>Office sites and structures should be designed (e.g. signage; building height, bulk and setback; landscaping; parking) to mitigate adverse impacts on adjacent land uses.</i>
<b>b. ZONING COMPLIANCE AND CONSISTENCY:</b>	
The subject site is classified <b>Commercial Office (CO)</b> on the City of Renton Zoning Map. The Commercial Office (CO) zone implements the Employment Area Valley (EAV) Land Use designation. The Commercial Office Zone (CO) is established to provide areas appropriate for professional, administrative, and business offices and/or related uses. Office uses of various intensities are allowed in these areas to create an Employment Center. The following are applicable to the proposal:	
<p><b>Lot Dimensions:</b> Per RMC 4-2-120B, the minimum lot size in the CO zone is 25,000 square feet.</p> <p><i>Staff Comment:</i> The project site consists of six (6) full parcels and two (2) partial parcels. The existing parcel sizes have a range from as small as 93,783 square feet (APN 0886700380) to as large as 206,164 square feet (APN 0886700100). Following a lot combination and/or lot line adjustment, each lot would be required to meet the minimum lot size of the zone (Exhibits 2-4).</p>	
<p><b>Lot Coverage:</b> Per RMC 4-2-120B the CO zoning designation has an allowed lot coverage of 65 percent (65%) for buildings.</p> <p><i>Staff Comment:</i> Based on conceptual site plans, the buildings would have a combined footprint of 86,500 square feet. The two buildings are proposed to cover four of the potential seven building development parcels. The applicant must complete a lot combination and/or lot line adjustment prior to building permit issuance. Through a lot combination of all building parcels the two buildings would meet the lot coverage thresholds of the zone by covering only 11.4% (86,500 sf / 757,073 sf = 11.4%) of the entire site.</p> <p>Additionally, there are no impervious coverage maximums for the zone. The proposed structure with other associated improvements, including impervious surfaces for parking area, would cover approximately 60 to 65 percent of the site.</p>	
<p><b>Building Height:</b> Per RMC 4-2-120B building height is restricted to 250 feet, or 20 feet more than the maximum height allowed in the adjacent residential zone.</p> <p><i>Staff Comment:</i> The 3-story buildings (Buildings C &amp; D) have an overall building height of roughly 47 feet above the surrounding finished grade (Exhibit 6). The structure has a parapet around the building that is about 3 feet above the roof level (58 ft). The proposal complies with the height requirements for commercial structure within the CO zone.</p>	
<p><b>Setbacks:</b> Per RMC 4-2-120B the CO zoning classification requires a 15-foot minimum front yard setback for buildings less than 25 feet (20 ft – buildings 25 ft to 80 ft in height). The CO zone has no rear or side yard setback except 15 feet if lot abuts or is adjacent to a residential zone.</p>	

Staff Comment: The project is generally bounded by CO zoning on all sides except the west property line, which is BNSF Railroad in the City of Tukwila (TUC-TOD Tukwila Urban Center – Transit Oriented Development). The smaller 3-story building, Building C, is located furthest west, and is roughly 459 feet east of the western most property line, 84 feet to the north property line, and 225'-6" from the south property line. Building C measures roughly 125 feet wide by 325 feet long and is 46'-6" in height. The second 3-story building, Building D, is located roughly 416 feet west of the east property line at Oakesdale Ave SW, 95 feet south of the north property line, and 147'-5" north of the south property line. Building D measures roughly 130 feet wide by 420 feet long and is also 46'-6" in height. The buildings are separated by 132 feet. The proposed building meets the minimum setback requirements of the CO zone.

**Landscaping:** Per RMC 4-2-120B a minimum onsite landscaping of ten feet is required along the street frontage, except where reduced through the site plan review process. Additionally, a minimum 15-foot wide sight-obscuring landscape strip is required when a commercial zoned lot is adjacent to property zoned commercial.

Staff Comment: The property is covered by ground cover, grasses, weeds, low growing vegetation, and trees. There are 53 significant trees growing on the site. The majority of the existing trees are Cottonwood and Lombardy Poplars. Other onsite tree species include Acacia, Cedar, Spruce, and Alder along with other deciduous trees located immediately off-site. The Tree Retention/Land Clearing Plans (Exhibit 1) and the Arborist Report (Exhibit 1) show four (4) trees on Lot 9, two (2) trees on Tract C, 14 trees on Lot 15, 16 trees on Lot 19, one (1) tree on Lot 16, seven (7) trees on Lot 18, and nine (9) trees on Tract B. The applicant is proposing to retain seven (7) significant trees. Native tree preservation would occur along project perimeter buffers of the site. The retained trees are as follows: two 28" cottonwood trees along the western property line, one 27" alder near the southwest property line, three poplar trees along the east property line (2' clump, 15" and 23"), and one 39" poplar near the southwest corner of the detention wetpond. The applicant meets the 10 percent (10%) tree retention requirements in the commercial zone by retaining a total of 7 existing significant trees throughout the site (Exhibit 5). The balance of the trees would be removed due to unsuitable species or due to site grading constraints (for example: 2 feet of fill is proposed in most areas). The new landscaping improvements would be integrated with the existing and would include drought tolerant plant materials.

The applicant is proposing to replant the site with 178 canopy trees (American sweet gum, red oak, gold falls zelcova), 68 columnar trees (bowhall red maple, columnar tulip tree), 167 small deciduous trees (vine maple, paperbark maple, flowering dogwood, quaking aspen), 15 weeping Alaska cedar, 51 shore pine, 110 Douglas fir, and 55 excelsa cedar trees. All new landscaping would be covered with 2" depth of mulch and would receive a fully automatic irrigation system. The detention wetpond tract (Tract B) would receive a temporary irrigation system. The applicant is also proposing to plant native shrubs, accent shrubs, groundcover plants, perennial/ornamental grasses, sod lawn, native hydroseed with wildflower mix, and hydroseed throughout the site. Around the perimeter of the site, the landscaping plan includes a 4 foot wide 3/8" minus crushed rock over filter fabric walking trail. As proposed, the landscaping plan's plant schedule does not distinguish tree count between the listed canopy trees, columnar trees, or small deciduous trees. In addition, the landscaping plan should be designed to include the other onsite amenities, such as signage and lighting. A final detailed landscape plan that complies with RMC 4-8-120 must be submitted and approved prior to issuance of the street and utility construction permits; staff recommends this as a condition of approval.

The preliminary landscaping calculations include the following elements throughout the site plan: 1) Frontage buffer along SW 27th St: 40,019 SF; 2) Green River Valley Wildlife Habitat Corridor: 27,203 SF; 3) Utility easement open space: 47,493 SF; 4) Perimeter landscaping: 71,538 SF (includes a 10-foot buffer on the west, east and southwest property lines, a 20-foot buffer on the north property line, and



a 15-foot buffer on the southeast property line); 5) Parking lot landscaping: 34,821 SF; and 6) Additional site landscape area: 40,019 SF.

The proposal includes 1,063 parking stalls for 260,000 square feet of office space. The parking lots have perimeter landscaping. This is achieved through a conceptual landscaping plan that includes a minimum 10-foot landscaping buffer around the perimeter of the site. The landscaping is increased to 17 feet along the southeast property line, combined with 20-foot wide Green River Valley Habitat Corridor along the west and east property lines, combined with a utility easement and a 30-foot frontage buffer along SW 27th St, and increased to 20 feet along the north property line. (Exhibit 5).

Additionally, the applicant has submitted for a street modification request on Oakesdale Ave SW, as outlined in RMC 4-6-060F.2.d to maintain the existing sidewalk and landscaping strip. The existing right-of-way width of the principal arterial street is approximately 90 feet in width with 64'-5" of pavement and a 7'-5" sidewalk on each side of the street. In order to meet the street frontage requirements of the code the applicant would be required to dedicate 6.5 feet of property frontage along Oakesdale (103 feet of total right-of-way), 8-foot sidewalks, 8 foot planter strip, curb and gutter and an 8-foot parking lane with bike lanes. Street lighting is also required. Additional street modification analysis is included in the Street Modification FOF #21.

Surface parking lots with 10,000 square feet or greater in area must provide a minimum of 5% of landscaping within the parking lot area in a pattern that reduces the barren appearance of the parking lot. The parking stall area totals 177,560 square feet and the total parking lot area equals 402,815 square feet. The applicant has provided 35,405 square feet of hardscape throughout the parking lot or nearly 9%. The landscaping islands have been dispersed throughout the parking area and they serve to reduce the barren appearance of the parking lot. The perimeter landscaping area totals 72,978 square feet to further reduce the barren appearance of the parking lot. All landscape islands meet the minimum five-foot width requirement and for the most part are generally eight feet wide. The placement of the buildings also contributes to the break-up of the 9.3-acre parking lot.

Underground sprinkler systems are required to be installed and maintained for all landscaped areas, unless 100% of the landscaping is drought tolerant. The applicant is proposing to install a fully automatic irrigation system for all onsite landscaped areas. The detention pond, located in Tract B, has been proposed by the applicant to receive a temporary irrigation system. A final detailed landscape plan would need to be submitted and approved prior to construction permit.

**Screening:** RMC 4-2-120B has standard requirements for surface mounted equipment to be screened or shielded from public view and standards for roof-top equipment that should be similarly screened from view. Shielding shall consist of roof wells, clerestories, parapets, walls or enclosures as determined by the Administrator to meet the intent of the requirement.

All surface mounted equipment must be screened from public view and all outdoor storage must be screened from adjacent or abutting properties and public rights-of-way. Outdoor storage uses shall provide fencing, berming, and/or landscaping.

Staff Comment: The application has roof mounted mechanical equipment on both structures that will be screened around all sides, approximately 8 feet above the top of the parapet, in order to minimize the impacts on the pedestrian environment and adjacent uses. Compliance with rooftop screening will be verified at the time of building permit construction.

The proposed outdoor storage is screened from the south by the two buildings, from the north by the 20-foot wide perimeter landscape buffer, and on the sides by parking lot planter islands and bulb-outs.

**Parking:** The parking regulations, RMC 4-4-080F.10.e, require a specific number of off-street parking

stalls for vehicles. The following ratios are required based on land use: 1) Offices – professional and businesses, a minimum of 3.0 per 1,000 square feet of gross floor area and not more than a maximum of 4.5 parking spaces per 1,000 square feet of gross floor area.

Bicycle parking is encouraged for the development. Based on the land use, the number of bicycle parking spaces should be equivalent to ten percent (10%) of the number of required off-street parking spaces.

*Staff Comment: The applicant is proposing 365 compact stalls (17%), 677 standard stalls (81%), and 21 ADA stalls (2%) for a total of 1,063 parking stalls. Based on the parking regulations, Building C would have a required minimum stall count of 339 and a maximum stall count of 509, and Building D would have a required minimum stall count of 441 and a maximum stall count of 662. Together the two buildings would have a minimum off-street parking stall requirement of 780 and a maximum stall requirement of 1,171. The proposed 1,063 stalls fall within the minimum and maximum parking regulations of the code. So that the parking is located on the same lot as the structure, staff recommends as a condition of approval that, the applicant complete a lot combination into a single lot or a lot line adjustment, such that the required parking is on the same lot as each structure, pursuant to the minimum code standards per building. Should the applicant choose to complete a lot line adjustment with more than one lot, staff is recommending as a condition of approval that a cross access agreement and/or a shared parking agreement be provided with the development.*

*The parking lot is designed with 24-foot-wide two-way travel aisles throughout the site. All parking onsite will be 9 feet wide by 20 feet deep for standard parking stalls and a minimum 8 feet wide by 16 feet deep for compact parking stall, which is in compliance with RMC 4-4-080F.8. So that the private access roadways are consistent with the second amended binding site plan, staff is recommending that the applicant maintain the 32-foot wide private access roadway width along the main entrance from Oakesdale Ave SW to the first drive isle located immediately east of Building D (approximately 391 feet). This east/west connection shall include two 12-foot travel lanes with a center 8-foot wide raised planter island. The center planter island may include breaks to allow for vehicular circulation. In addition, the following 32-foot wide private access roadways are also recommended by staff: 1) along the north/south driveway isle located immediately east of Building D (approximately 380 feet). This driveway isle would provide a direct connection to the north and south property lines. The walking trail, landscaping and parking shall be revised to allow future road connections for site-to-site vehicle access ways to allow a smooth flow of traffic across abutting CO lots (or to Lots 18 & 20) without the need to use a public street, 2) along the east/west driveway isle located immediately south of Building C, west of Naches Ave SW (approximately 212 feet), and 3) along the north/south driveway isle located immediately west of Building C (approximately 300 feet). This driveway isle would provide a direct connection to the north property line. The walking trail and landscaping would need to be revised to allow future road connections for site-to-site vehicle access ways to allow a smooth flow of traffic across abutting CO lots (or to Lot 8) without the need to use a public street (Exhibit 32). A final site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval. In addition, the applicant shall amend the Boeing Longacres Property Second Amended Binding Site Plan (Exhibit 3) to reflect the approved Longacres Business Center Phase II Site Plan. The amended binding site plan shall be submitted for review at the time of the commercial building permit submittal and be recorded prior to final building occupancy of Longacres Business Center Phase II.*

*Bicycle parking is encouraged for the development. The subject site is located just south of Sound Transits Tukwila train station. The new office buildings would be within walking and biking distance from this transportation hub. As a result, it is reasonable to assume many employees may be utilizing Sound Transit to commute to work; therefore, staff recommends as a condition of approval that the applicant comply with more than 50% of the current adopted bicycle parking code. Based on the land*

use, the number of bicycle parking spaces should be equivalent to ten percent (10%) of the number of required off-street parking spaces. There is limited space between the buildings that would support bicycle racks and bicycle parking. Staff recommends, as a condition of approval, that the applicant provide a minimum of 40 bicycle parking spaces. Bicycle parking shall be provided for secure extended use and shall protect the entire bicycle and its components and accessories from theft and weather. Acceptable examples include bike lockers, bike check-in systems, in-building parking, and limited access fenced areas with weather protection. A final bicycle parking plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

**Pedestrian Access:** For the CO zone, per RMC 4-2-120B, a pedestrian connection shall be provided from a public entrance to the street, unless the Hearing Examiner determines that the requirement would unduly endanger the pedestrian.

Staff Comment: This section of code is intended to provide pedestrian connections from the public entrance to the public street. The applicant is proposing a common pedestrian connection between the building entrances and SW 27th Street (via Naches Ave SW), as well as around each building. No direct concrete sidewalk connection is provided from Building D to Oakesdale Ave SW. Staff recommends, as a condition of approval, that the applicant provides direct pedestrian connections from Building D to the proposed walking trail (4-foot wide 3/8" minus crushed rock) located around the perimeter of the project. In addition, the applicant shall provide a 5-foot wide paved walking trail from Oakesdale Ave SW to Building D. Final approval of materials and/or patterns shall be reviewed by the Current Planning Project Manager prior to building permit approval.

**Refuse and Recyclables:** RMC 4-2-120B and RMC 4-4-090 provide specific standards for garbage, refuse, dumpster areas, and recyclables. Outdoor refuse and recyclables deposit areas and collection points shall not be located within 50 feet of a residential zoned property and in no case shall garbage, refuse, or dumpster areas be located within the required setback or landscape areas. The collection points must also be located in a manner so that hauling trucks do not obstruct pedestrian or vehicle traffic onsite or public right-of-way.

Collection points shall be of sufficient width and depth to enclose containers for refuse and recyclables and allow easy user access, including a gate opening at least 12 feet wide for haulers and a vertical clearance of 15 feet. They must also be identified by signs not exceeding two (2) square feet.

Architectural design of any structure enclosing an outdoor refuse or recyclables deposit area or any building primarily used to contain a refuse or recyclables deposit area shall be consistent with the design of the primary structure on the site. The collection areas must be screened with a six-foot (6') wall or fence and provide weather protection by using weather-proofed containers or be screened with a wall or fence and provide a roof over the storage area.

Staff Comment: The table below is based on standards required in RMC 4-4-090E:

Use	Recyclables Deposit Areas (Minimum)	Subtotal (SF)	Refuse Deposit Areas (Minimum)	Subtotal (SF)	Total Area Required (SF)
Office 113,000 SF (Building A)	2 sf per 1,000 gross sf	226	4 sf per 1,000 gross sf	452	678
<b>Total (Building C)</b>		<b>226</b>		<b>452</b>	<b>678</b>
Office 147,000 SF	2 sf per 1,000 gross sf	294	4 sf per 1,000 gross sf	588	882

(Building B)					
<b>Total (Building D)</b>		<b>294</b>		<b>588</b>	<b>882</b>
<b>Refuse and Recyclables Totals</b>					<b>1,560</b>

The applicant is proposing two separate refuse and recyclable areas. Building C's refuse and recyclable collection area is located north of Building C, near the northwest corner of the building along the northern most drive aisle. The location of the deposit areas are roughly 44 feet south of the north property line and outside the required setback or landscape areas. The design consists of 8x8x16" CMU block (painted) wall on three sides. The overall height of the wall is 6'-2" above a 4-inch concrete slab. The refuse area measures 20 feet by 30 feet (600 SF) and the recycle area measures 16 feet by 22'-6" (360 SF). The gate openings are 12 feet wide as required for haulers for each of the four deposit enclosures. No roof structure is proposed; therefore, weather-proofed containers are required.

The refuse and recyclable deposit areas for Building D both meet the minimum size requirements for refuse and recycling. The recyclable area of measures 13.5 feet x 22.5 feet (303.75 SF) and the refuse area measures 20 feet x 30 feet (600 SF).

**Signs:** The applicant would be required to comply with the signage requirements outlined in RMC 4-4-100 at the time of sign application.

**Staff Comment:** The applicant did not submit a signage package for the proposed Longacres Business Center Phase II. Staff recommends, as a condition of approval, that the applicant be required to submit a conceptual sign package, which indicates the approximate location of all exterior monument and/or building signage. Proposed signage shall be compatible with the building's architecture and exterior finishes. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

**Critical Areas:** The flood insurance rate map (FIRM) for the Property identifies a 100-year floodplain, Zone AE, in close proximity to the northwestern Property boundary, which may extend onto the Property. The base flood elevation shown on the FIRM for Zone AE is 16 feet above mean sea level. Southern portions of the site are located within Zone X, outside the 100-year or 500-year flood zones. According to the Flood Plain Hazard Data Map, the 100-year flood plain encroaches roughly 4,400 square feet onto the northwest portion of the site (northwest of Building C) and 44,000 square feet within the stormwater detention pond (Exhibit 8). The applicant is proposing to fill 2,500 cubic feet of fill within the northwest portion of the site and remove approximately 250,000 cubic feet of the 100-year flood plain from the stormwater pond. As such, compensatory volume is being provided in the footprint of the combination wetpond in Tract B, at the elevations above the overflow detention line.

According to the Environmental Setting Report by Terracon Consultants, Inc. (dated August 14, 2015; Exhibit 16) the site contains no wetlands, flood zones, streams, lakes, or critical habitats on or adjacent to the property, based on a review of third party work and online resources. However, the site is located within a high seismic hazard area.

Additionally, the National Wetland Inventory (NWI) map did not identify a wetland area on or adjacent to the property. Freshwater Forested/Shrub wetlands and Freshwater Emergent wetlands were identified on the east-, west- and south-adjointing properties respectively, approximately 80 to 300 feet from the Property boundary. A report entitled "Longacres Office Park, Surface Water Management Project, Conceptual Wetland Mitigation Plan" prepared by Shapiro and Associates, Inc. (dated August 1998) was prepared for a 164-acre parcel which included the subject property.

Also, new construction of any commercial, industrial or other nonresidential structure shall have the lowest floor, including basement, elevated a minimum of one foot (1') above the level of the base

*flood elevation.*

*Staff recommends, as a condition of approval, the applicant be required to obtain and record the actual elevation (in relation to mean sea level) of the lowest floor for the new structure. A flood elevation certificate shall be submitted by the applicant to the Current Planning Project Manager prior to the building's finished floor construction. The finished floor elevation would be required to be verified by a preconstruction elevation certificate at the time of construction of a substantial structural element of the finished floor (i.e., foundation form for the concrete floor). An as-built elevation certificate would be required to be provided prior to issuance of final occupancy.*

*Pursuant to RMC 4-8-120 and the Endangered Species Act all properties located within a floodplain are required to provide a biological assessment or BA for any major construction project with a federal nexus. The purpose of a BA is to evaluate the potential effects of a proposed project on listed and proposed wildlife, fish, and plant species and designated or proposed critical habitats that are likely to occur in the vicinity of the project. The applicant did not submit a biological assessment or BA for the proposed Longacres Business Center Phase II. Staff recommends, as a condition of approval, that the applicant be required to submit a biological assessment or BA, which is used to help analyze project impacts and is the basis for the effect determination. The applicant shall be required to comply with any unanticipated mitigation recommendations from the assessment. The biological assessment shall be submitted to the Current Planning Project Manager prior to construction permit approval.*

**c. DESIGN REGULATION COMPLIANCE AND CONSISTENCY:**

Not applicable.

**d. PLANNED ACTION ORDINANCE AND DEVELOPMENT AGREEMENT COMPLIANCE AND CONSISTENCY:**

Not applicable.

**e. OFF-SITE IMPACTS:**

**Structures:** Restricting overscale structures and overconcentration of development on a particular portion of the site.

*Staff Comment: The proposed structures utilize less building coverage and height than allowed for in the zone. The buildings would be located more towards the center of the project site with surface parking areas located around most sides of the two buildings. The building's primary orientation and entrances would face south, with secondary access doors located throughout the balance of the remaining façades. The proposed buildings would have a combined footprint of 86,500 square feet, resulting in a building lot coverage of approximately 11.4% across the combined property. The proposal would not be an overscale structure or overconcentration of development on the subject site as the proposal does not exceed maximum height, lot coverage, and setback requirements. The scale, height and bulk of the proposed building are also appropriate for the scale of the site. The applicant has achieved compatibility with the surrounding uses through substantial setbacks and proposed landscaping. Additionally, the Green River Valley Wildlife Habitat Corridor, combined with the perimeter landscape area along the east and west property lines, creates a 30-foot wide onsite landscape buffer that not only designated 4% of the site to suitable area for wildlife but also serves to create compatibility with surrounding properties.*

*City staff does not anticipate any adverse impacts on surrounding properties and uses as long as the conditions of approval are complied with.*

**Circulation:** Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.

Staff Comment: There are two existing access points proposed to serve the site. The intersection of 27th St SW and Naches Ave SW has been partially constructed to include the future expansion of Naches Ave SW to the north. Oakesdale Ave SW has been constructed with frontages across the balance of the lots. A single driveway approach has been constructed near the northeast corner of Lot 18 to gain access to the existing paved/gravel road that runs parallel to SW 27th St across the parcels. The applicant is proposing to retain the existing access points by extending Naches Ave SW via a private road onto the site and convert the existing driveway approach from Oakesdale Ave SW to a full access driveway at the northeast corner of Lot 18. The access driveway on Oakesdale Ave SW would be located roughly 650 feet north of the NW 27th St/Oakesdale Ave SW intersection and would allow all turning movements configured with separate outbound left and right turn lanes. See Pedestrian Access subsection above for more information.

The proposal promotes safe and efficient circulation through the proposed access points, provided all conditions of approval are met.

**Loading and Storage Areas:** Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.

Staff Comment: The refuse and recyclable areas would be located within CMU block walls. The structure as described in detail in the previous subsection "b. Zoning Compliance and Consistency" Refuse and Recyclables.

**Views:** Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.

Staff Comment: There are no territorial views for which to maintain visual accessibility. Staff received no comments from adjacent properties regarding views.

**Landscaping:** Using landscaping to provide transitions between developments and surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the appearance of the project.

Staff Comment: There is a note on the Binding Site Plan that reads: "The City reserves the right to require reasonable landscape enhancements along street frontages in order to establish a consistent streetscape throughout the site" (Exhibit 25). See Landscaping discussion under Findings of Fact, Site Plan Review Criteria #19.b.

**Lighting:** Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets. Lighting standards located so as to not interfere with parking stalls, stacking areas and ingress and egress areas.

Staff Comment: Upon project completion, it is anticipated that primary light impacts would be generated from exterior lighting associated with the newly constructed building and parking lot lights. Any lighting impacts of this nature would occur during the evening hours and during the late afternoon in the winter months. Proposed perimeter landscaping along SW 27th St and Oakesdale Ave SW is anticipated to minimize glare from headlights on adjacent streets and properties. The required lighting, including LED street lighting meeting Commercial Access road lighting levels from the development, should adequately provide for public safety without casting excessive glare on adjacent properties or interfere with parking stalls, stacking areas and ingress/egress areas. A lighting plan was not submitted with the application. Staff recommends, as a condition of approval, the applicant be required to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties at the time of building permit review. Down-lighting shall be used in all cases to assure safe vehicular movement in an area where pedestrians could be walking. The lighting shall be submitted to, and approved by, the Current Planning Project Manager

prior to building permit approval. Parking lot lighting fixtures are to be mounted no more than 25 feet above the ground.

**f. ON-SITE IMPACTS:**

**Structure Placement:** Provisions for privacy and noise reduction by building placement, spacing and orientation.

Staff Comment: Existing noise within the vicinity of the subject site is primarily composed of vehicles on the abutting streets (SW 27th St and Oakesdale Ave SW), the rail line located immediately west of the site, and the Tukwila Sounder Station located northwest of the proposed campus style buildings. It is anticipated that most of the noise impacts would occur during the construction phase of the project. The site is surrounded by commercial development; therefore, the temporary noise impacts are anticipated to be minimal and limited in duration, and are not anticipated to be more impactful than the existing rail noise.

The applicant has submitted a Construction Mitigation Plan (Exhibit 18), which provides measures to reduce construction impacts such as noise, control of dust, traffic controls, etc. Based on the provided construction mitigation description, the applicant has indicated that construction is anticipated to begin in December of 2015 and complete in June 2017. At this time, the applicant has indicated that construction work would occur from 6:00 am to 10:00 pm Monday through Friday and from 6:00 am to 6:00 pm on Saturday. The project's first phase was granted approval of the requested construction schedule and hours for Longacres Business Center Phase I. No public complaints have been received by the City for work outside the approved construction hours. The City of Renton is anticipating approval of the requested construction schedule and work hours for Longacres Business Center Phase II. Also, no excessive levels of noise are expected to be generated during the operation of the completed project.

Due to the requirement and need for parking, it is a challenge to limit the paved and/or impervious surfaces on the site. While there is an exceptional amount of parking; the lot has been sufficiently landscaped. The applicant is also taking special measures to protect landscaping from damage by vehicles and/or pedestrian traffic by providing defined pedestrian and vehicular areas. If all conditions of approval are met, there will be adequate provisions for privacy and noise reduction by building placement and the use of landscaping.

**Structure Scale:** Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.

Staff Comment: The proposed buildings would be located central to the site with surface parking areas located along the perimeter of the site. The larger setbacks of the building from the property line will provide for flow of sunlight, winds, vehicle and pedestrian movement through most of the site. Prevailing winds in the area are from the southwest during most of the year (fall, winter and spring) as well as the direction of sunlight. The structures would cast various degrees of shade along the north elevations throughout most of the day. The applicant should take measures to provide ornamental lighting within the vicinity of the entrances and along the north elevations in order to adequately illuminate the area for pedestrians and bicyclists. The required lighting plan shall address ornamental lighting.

Proposed landscaping has been strategically placed on site in order take advantage of sun exposure from the south and west most times of the year, and would likely only be shaded at certain times of the day during the winter months.

**Natural Features:** Protection of the natural landscape by retaining existing vegetation and soils, using

topography to reduce undue cutting and filling, and limiting impervious surfaces.

Staff Comment: *There are very few natural features onsite. The site is currently undeveloped and covered with a brush, weeds, grass, and trees. The site can be characterized as relatively flat with gentle slopes to the north with established grade changes of less than six feet.*

*The applicant is proposing to retain seven (7) priority trees throughout the site, thus complying with the tree retention requirements of retaining 10 percent of existing significant trees in commercial zones (Exhibits 4 & 5). The balance of the trees would be removed due to unsuitable species or site grading constraints of the two (2) feet of the proposed fill in most areas. Protected trees to be retained shall be fenced off around the drip line and a sign posted that the trees to be preserved and the location of the trees shall be indicated on all utility construction plan sheets. The fencing shall be in place prior to the issuance of any utility construction permits and shall remain until the final inspection of the new building is complete.*

*The applicant submitted a Geotechnical Report prepared by Terra Associates, Inc., dated August 18, 2015 (Exhibit 11). The report states that the subsurface conditions were explored by excavating nine (9) soil test pits to depths of 10.5 to 13 feet below current site grades. In-Situ Engineering, under subcontract with Terra Associates, Inc., performed 8 cone penetration tests (CPTs) to depths of 70 feet. More data was achieved by excavating four (4) test pits to depths of 14.5 to 17 feet below current site grades in the proposed stormwater tract (Tract B). A Supplemental Site Exploration by Terra Associates, Inc., dated August 31, 2015 included six (6) soil test borings drilled to depths of 60 feet below current site grades (located within the footprints of the proposed buildings). The soils observed at the site contain a significant amount of fines which would be difficult to compact as structural fill when too wet. Over most of the site with the existing slope gradients, these soils would have a slight potential for erosion when exposed. Therefore the site is considered a low erosion hazard area. Erosion protection measures would include perimeter silt fencing to contain erosion onsite and cover measures to prevent or reduce soil erosion during and following construction.*

*Based on the soil and groundwater conditions onsite, the site would be mapped as a High Seismic Hazard (SH). The impact to the site would be in the form of surface subsidence or settlement, should liquefaction occur. Estimated total potential settlement by the geotechnical engineer was in the range of two to four inches (2"-4"). In the geotechnical engineer's opinion, this amount of settlement would not structurally impact the building but could result in damage of a cosmetic nature.*

*The existing site consists of 2.14 acres of impervious area and 13.82 acres of pervious area. The developed site hydrology will increase the amount of impervious area by approximately 8.93 acres to 11.07 acres (69%) and the pervious and landscaping would be 4.89 acres following construction.*

*The geotechnical report concludes that development of the site as proposed is feasible from a geotechnical engineering standpoint. The primary geotechnical concern at the site is the presence of compressible soil strata susceptible to consolidation under the planned building loads. The heavier three-story buildings could be mitigated from potential settlement-related impacts by supporting the structure on augercast piles or on spread footings, bearing on ground conditions improved by installation of rammed aggregate piers/stone columns. Augercast piles, if used, should be advanced to obtain support in the medium dense sand alluvium indicated to be present at depths of 30 to 35 feet. If grading activities take place during the winter months, clean granular material for use as structural fill and backfill should be imported. Alternatively, stabilizing the moisture in the native and existing fill soils with cement or lime can be considered.*

*Overall the submitted geotechnical report provides recommendations for geologic hazards, site preparation and grading, preload/surcharge, excavation, foundations, slab-on-grade construction, lateral earth pressures for wall design, drainage, utilities, and pavements (Exhibit 9). The*



*Environmental Review Committee issued a mitigation measure that project construction be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Terra Associates, Inc. (dated August 18, 2015 and August 31, 2015, respectively) or an updated report submitted at a later date.*

**Landscaping:** Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.

Staff Comment: *Landscaping in public spaces and within the building site are being employed to provide transitions between development and the surrounding environment as well as enhance the project's overall appearance. Proposed landscaping is analyzed under Findings of Fact, Site Plan Review Criteria #19.b.*

**g. ACCESS:**

**Location and Consolidation:** Providing access points on side streets or frontage streets rather than directly onto arterial streets and consolidation of ingress and egress points on the site and, when feasible, with adjacent properties.

Staff Comment: *All public access would be provided from either SW 27th St at Naches Ave SW or from Oakesdale Ave SW (roughly between SW 27th St and SW 23rd St). The site access driveway on Oakesdale Ave SW would be a full access driveway in order to allow all turn movements and be configured with separate outbound left and right turn lanes. A center two-way left turn lane exists on Oakesdale Ave SW which would provide a left turn lane for traffic entering the site and a center refuge lane for traffic exiting the site. It is estimated that this location would expect to operate at LOS C or better in 2017 with the proposed project (based on 300,000 square feet of building space). The results of the traffic analysis show that no major improvements, such as signalization, are needed at either site access locations.*

*A sidewalk was recently constructed on the north side of SW 27th St and it currently serves both pedestrians and bicyclists until a separated multi-use trail is constructed on the north side of SW 27th St. Construction of the multi-use trail would be in coordination with the City of Renton Transportation Division for location, layout, connection to light rail station, and in accordance with the adopted Trails Plan. Street frontage improvements on SW 27th Street would include an ADA accessible sidewalk ramp at the northwest corner of the Naches Ave SW / SW 27th St intersection and construction of Naches Ave SW to the north as a private road running north and south as one of two entrances to the site.*

*The applicant submitted a Traffic Impact Analysis completed by TENW (dated August 21, 2015; Exhibit 15). Based on a building square footage of 300,000 square feet, the memorandum included information that the project would generate an estimated 3,178 new weekday daily trips with 485 new trips occurring during the weekday AM peak hour (427 entering, 58 exiting), and 437 new trips occurring during the weekday PM peak hour (74 entering, 363 exiting). Based on the results of a traffic operations analysis at the offsite study intersections (Naches Ave SW / SW 27th St and Oakesdale Ave SW / SW 27th St), the study intersections currently operate at LOS A and B, and are expected to continue to operate at LOS B in 2017 with the proposed project. More specifically, the Naches Ave SW / SW 27th St intersection is expected to operate at LOS A in 2017 without the project and LOS B with the proposed project. The Oakesdale Ave SW / SW 27th St intersection is expected to operate at LOS B in 2017 without or with the proposed project and no significant adverse transportation impacts are anticipated with the proposed Longacres Business Center Phase II development.*

*The proposal promotes safe and efficient circulation to and from the 17.38-acre site at the proposed access points, provided all conditions of approval are met. The limited number of intersections and driveway access points will increase vehicle and pedestrian safety by reducing the amount of pedestrian and vehicle cross-over from an arterial street. Vehicle and pedestrian access is described in further detail in the subsections above.*

**Internal Circulation:** Promoting safety and efficiency of the internal circulation system, including the location, design and dimensions of vehicular and pedestrian access points, drives, parking, turnarounds, walkways, bikeways, and emergency access ways.

Staff Comment: See Parking, Location and Consolidation discussions above, also see Transit and Bicycle discussion below. The site plan includes several 24-foot wide through driveway aisles, around perimeter and portions of the interior of the site. Pedestrian connections from the street to each of the two buildings will be provided if all conditions of approval are met. All public entries open to either the sidewalk surrounding the exterior building elevations and not into an internal driveway or drive aisle which promote safety and efficiency. The accessible stalls are proposed as the nearest stalls to the front entrances for easier access.

**Transit and Bicycles:** Providing transit, carpools and bicycle facilities and access.

Staff Comment: The applicant is vested to the 2003 Development Agreement (Exhibit 17) up to and including adopted Ordinance No. 4877. Bicycle Parking Standards were not introduced to the Renton Municipal Code until several years later. In the Parking subsection under Findings of Fact, Site Plan Review Criteria #19.b staff is recommending that the applicant add a minimum of 40 bicycle parking spaces secure from theft and weather. This staff recommendation is located in the Parking subsection of the report, under the heading “b. Zoning Compliance and Consistency.” The applicant is proposing secured bicycle parking between Building C and Building D, near the refuse and recycling location for Building D. The bicycle facility includes hooped bicycle racks and a bicycle shelter with an overhead roof. The depth of the bicycle stall, from front to back, measures 7.5 feet long and the top of the sloped roof measures 9.5 feet above grade.

Alternative transportation options are also available through the public Tukwila Sounder Station at 7301 Longacres Way in Tukwila, located just north of the site.

**Pedestrians:** Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.

Staff Comment: Safe and attractive pedestrian connections are provided between parking areas, buildings ground floor levels, and public sidewalks, provided all conditions of approvals are met. Improvement towards providing safe and attractive pedestrian connections was analyzed in the Pedestrian Access subsection above, including adding improvements to pedestrian connectivity from Building D to the walking trail and Oakesdale Ave SW.

**h. OPEN SPACE:** Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.

Staff Comment: The primary open space on the subject site is located in the hardscape between the two structures at the center of the site. The roughly 132-foot wide space between the two buildings includes landscaping, walkways and patio areas. The open space has the potential to serve as a distinctive focal point from within the site. Proposed and conditioned landscaping would provide passive recreation opportunities for Group Health employees.

**i. VIEWS AND PUBLIC ACCESS:** When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines.

*Staff Comment: The proposed structures would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable as the site is not adjacent to a shoreline.*

**j. NATURAL SYSTEMS:** Arranging project elements to protect existing natural systems where applicable.

*Staff Comment: There are no natural systems located onsite with the exception of drainage flows. See Drainage discussion under Findings Section 19.k.*

**k. SERVICES AND INFRASTRUCTURE:** Making available public services and facilities to accommodate the proposed use.

**Police and Fire:** Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development with 150 calls for service estimated annually by the Renton Police Department, provided the applicant provides Code required improvements and fees. Approved fire sprinkler, fire standpipe and fire alarm systems are required throughout the building. Separate plans and permits are required to be submitted by the fire department. Direct outside access is required to the fire sprinkler riser room. Fully addressable and full detection is required for the fire alarm system. Fire department apparatus access roadways are required within 150 feet of all points on the building. Fire lane signage required for the onsite roadway. Required turning radius are 25 feet inside and 45 feet outside. Roadways shall be a minimum of 20 feet wide and shall support a minimum of a 30 ton vehicle and 75 psi point loading.

The buildings must also comply with the City of Renton Emergency Radio Coverage ordinance. Fire impact fees are applicable at the rate of \$0.14 per square foot of commercial office. This fee is paid at time of building permit issuance. See Exhibit 21 for additional police and fire services and infrastructure comments.

**Parks and Recreation:** There are no impacts to Parks for commercial projects. The adopted Trails Plan includes a multi-use trail along the north side of SW 27th St with connection to light rail station and Oakesdale Ave SW includes a 5-foot bike lane on both sides of the street.

**Drainage:** The applicant submitted a Preliminary Drainage Report by Coughlin Porter Lundeen (dated August 21, 2015; Exhibit 13). Drainage review is in accordance with the 1990 King County Surface Water Design Manual (KCSWDM). Although, the TIR fluctuates between the 1990 KCSWDM and the 2009 City of Renton Amendments to the 2009 KCSWDM. The 17.38-acre site is located within the Black River drainage basin. The project would be required to provide a Level 1 downstream analysis as part of the final drainage report. The report and plan proposes a pipe network for conveyance of the onsite storm water from the building's footing drains, roof drains and parking lot to be conveyed to the proposed detention/wet pond in Tract B to the north of the site. This detention/wet pond would be owned and maintained by the Boeing Company. Compensatory storage would be proposed to be provided within the Tract B detention/wet pond. Additional analysis and modeling shall be required at the time of the final drainage report to address the volume of compensatory storage. From Tract B, the runoff would discharge into the managed storm water system belonging to the Boeing Company that was previously developed as part of the Longacres Office Park project. The runoff discharges from Boeing's existing storm facility via a pump station into Springbrook Creek and finally into the Duwamish River. The 15.96 acre site (not including the stormwater pond) would consist of 12.09 acres of impervious (buildings and pavement) area and 3.87 acres of pervious (landscape) area. There is some portion of the Pollution Generating Impervious Surface (PGIS) that would bypass the proposed system and be treated by a cartridge system (allowable under the 2009 KCSWDM). The water quality and detention pond design requirements of the existing and proposed storm water facilities are designed to meet the 1990 King County Surface Water Design Manual (KCSWDM). Coalescing plates are required for PGIS over 1 acre, please add to the final design.

Surface water system development fee rate is \$0.540 per square feet of impervious surface. The rate that is current at the time of utility permit issuance will be applicable. A Construction Storm Water Permit (NPDES) from the Department of Ecology is required for projects with clearing and grading exceeding one acre and a Storm Water Pollution Prevention Plan (SWPPP) is also required.

**Transportation:** The subject site fronts onto SW 27th St and Oakesdale Ave SW. The applicant submitted a Traffic Impact Analysis completed by TENW (dated August 21, 2015; Exhibit 15). The memorandum included information that the proposed project is estimated to generate a total of 3,178 new weekday daily trips with 485 new trips occurring during the weekday AM peak hour (427 entering, 58 exiting), and 437 new trips occurring during the weekday PM peak hour (74 entering, 363 exiting). Based on the results of a traffic operations analysis at the offsite study intersections (Naches Ave SW / SW 27th St and Oakesdale Ave SW / SW 27th St), the study intersections currently operate at LOS A and B, and are expected to continue to operate at LOS B in 2017 with the proposed project. More specifically, the Naches Ave SW / SW 27th St intersection is expected to operate at LOS A in 2017 without the project and LOS B with the proposed project. The Oakesdale Ave SW / SW 27th St intersection is expected to operate at LOS B in 2017 without or with the proposed project and no significant adverse transportation impacts are anticipated with the proposed Longacres Business Center Phase II development.

The proposed site access on SW 27th Street would form a new north leg (private access road) to the existing all-way stop controlled intersection at Naches Ave SW / SW 27th Street. The applicant is proposing to retain the existing all-way stop intersection under its current status with only minor revisions associated with creating the new north leg of the intersection for site access. It is anticipated that the intersection would be modified to its ultimate configuration in the future when SW 27th is extended to the west to connect with Strander Blvd. Alternatively, the westbound lanes of SW 27th St may be opened up by relocating the existing restrictive c-curbing in order to allow a dedicated right-turn lane into the site at Naches Ave SW.

The applicant is proposing a full access driveway on Oakesdale Ave SW in order to allow all turn movements and be configured with separate outbound left and right turn lanes. A center two-way left turn lane exists on Oakesdale Ave SW which would provide a left turn lane for traffic entering the site and a center refuge lane for traffic exiting the site. It is estimated that this location would expect to operate at LOS C or better in 2017 with the proposed project. The results of the traffic analysis show that no major improvements, such as signalization, are needed at either site access locations.

The right-of-way (ROW) width on SW 27th St is 90 feet, SW 27th Street requires 91 feet of ROW or 0.5 feet of dedication. A sidewalk was recently constructed on the north side of SW 27th St and it currently serves both pedestrians and bicyclists until a separated multi-use trail is constructed on the north side of SW 27th St. Construction of the multi-use trail would be in coordination with the City of Renton Transportation Division for location, layout, connection to light rail station, and in accordance with the adopted Trails Plan. Street frontage improvements on SW 27th Street would include an ADA accessible sidewalk ramp at the northwest corner of the Naches Ave SW / SW 27th St intersection.

The road standards for Oakesdale Ave SW include a 103-foot ROW that includes the following improvements: 8-foot wide sidewalks, 8-foot wide planter strips, curbs and gutters, and 8-foot wide parking lanes with 5-foot bike lanes and street lighting. These standards would trigger 6 ½ feet of ROW dedication on Oakesdale Ave SW. The applicant has submitted a street modification in order to provide an uninterrupted on-site pedestrian trail and continuous native landscaping. One of the written justifications listed by the applicant for this exemption from the identified standards is to allow for improved landscape screening of the project. For a modification to be granted, the project must also comply with the decision and design criteria stipulated in RMC 4-9-250D.2.

It is also anticipated that the proposed project would not significantly or adversely impacts the City of

Renton's street system, subject to the payment of code-required impact fees and the construction of code-required (or approved modifications of) frontage improvements (Exhibit 21). In order to mitigate the projects transportation impacts, the applicant would be required to meet code-required frontage improvements, City of Renton's transportation concurrency requirements (Exhibit 26) based upon a test of the citywide Transportation Plan and pay appropriate Transportation Impact Fees. The fee, as determined by the Renton Municipal Code at the time of building permit issuance, shall be payable to the City.

**Schools:** No impacts are proposed to schools.

**Water and Sewer:** The proposed development is within the City of Renton's 196 pressure zone water service area and outside of the City's aquifer and wellhead protection areas. There is an existing 12-inch water main (see City water project plan no. W-0871) within a utility easement (recording no. 198803161006) running north-south and near the middle of tax lot 0886700190. The maximum capacity of this 12-inch line is 5,500 gallons per minute (gpm). There is also an existing 12-inch water main in SW 27th St which ends about 350 feet west of Naches Ave SW (see City project plan no. W-3218 and W-3693). The maximum capacity of this dead-end water line is 2,800 gpm. The static water pressure is about 70 psi at ground elevation of 25 feet.

Based on the project information submitted by the applicant for the pre-application meeting, the City's Fire Prevention Department has determined that the preliminary fire flow demand for the proposed development including the use of an automatic fire sprinkler system is 4,000 gpm. In order to provide water service for domestic and for fire protection to the proposed buildings, the following water main improvements will be required per City codes and development standards:

For Buildings C & D, the applicant is proposing an on-site 12-inch looped water main around both buildings connecting to the existing 12-inch water main at two separate locations within the existing easement on the east side of Building D. The south portion of the above 12-inch looped water main, within the development, shall be extended southerly in the new access road and shall be connected to the existing 12-inch water stub at the intersection of Naches Ave SW and SW 27th St. As a result, it is reasonable to assume that the applicant would forego the extension of the off-site 12-inch water main extension in SW 27th St from Oakesdale Ave SW, as conditioned under Longacres Business Center Site Plan and Street Modification LUA15-000076 (Condition #6). Staff recommends, as a condition of approval, that the applicant shall complete the on-site 12-inch water main loop around Buildings C & D by connecting the water main to the existing onsite 12-inch water main and extending the south portion of the 12-inch looped water main to the intersection of Naches Ave SW and SW 27th St. The 12-inch water main extension shall be installed prior to final building occupancy of Longacres Business Center Phase I.

For Both Buildings:

1. Installation of a separate fire sprinkler stub to each building with a detector double check valve assembly (DDCVA) for backflow prevention. The DDCVA shall be installed in an outside underground vault or in the building sprinkler rooms if it meets the conditions as shown on City's standard plan for the interior installation of a DDCVA.
2. Installation of hydrants as required by Renton Fire Prevention Dept.
3. Installation of a separate domestic water meter with a reduced backflow prevention assembly (RPBA) to each building. The RPBA shall be installed behind the meter and inside a heated enclosure ("hot-box") per City standard plan. Sizing of the meter shall be done in accordance with the Uniform Plumbing Code meter sizing criteria.
4. Installation of landscape irrigation meter and double check valve assembly (DCVA).

*Please note that the new water mains will be parallel to and will also cross over the 2 existing BP/Olympic Pipeline Co.'s petroleum pipelines and a Metro sanitary sewer line in this area. There is also an existing 60-inch transmission water pipeline belonging to Seattle Public Utilities. Adequate horizontal and vertical separation must be provided between the new water line and the petroleum pipelines, the Metro's sewer line and SPU's water pipeline. The applicant shall also obtain all required permits or authorizations from Olympic Pipeline, SPU and from King County/Metro for any work in vicinity of their respective lines.*

*Civil plans for the water main improvements will be required and must be prepared by a professional engineer registered in the State of Washington. Please refer to City of Renton General Design and Construction Standards for Water Main Extensions as shown in Appendix J of the City's 2012 Water System Plan. Adequate horizontal and vertical separations between the new water main and other utilities (storm sewer, sanitary sewer, power, gas, electrical) shall be provided for the operation and maintenance of the water main.*

*The development is subject to City's water system development charges and meter installation fees will be based on the size of the meters and the size of the fire sprinkler feeds.*

*Sewer service is provided by the City of Renton. There is an existing 8-inch diameter sewer main along Naches Road S.W. Two separate 6-inch diameter side sewer stubs are shown to each of the new buildings and have the required minimum 2% slope. The site plan proposes to connect to the existing sewer manhole located to the north of the intersection of Naches Avenue SW and SW 27th St. System development charge (SDC) for sewer is based on the size of the new domestic water meter(s) that will serve the new buildings. This is payable at the time the utility construction permit is issued.*

**I. PHASING:** *The applicant is not requesting phasing of the Longacres Business Center Phase II on the identified eight (8) parcels.*

21. Modification Analysis: Pursuant to RMC 4-9-250D the applicant is requesting an Administrative Modification from RMC 4-6-060 *Street Standards* for an exemption from the typical required street frontage improvements along Oakesdale Avenue SW to provide an uninterrupted on-site pedestrian trail and continuous native landscaping. Whenever there is a practical difficulty involved in carrying out the provisions of this Title IV, the applicant may request a modification of the standards, provided the Criteria for modification identified in RMC 4-9-250D.2 is satisfied. The proposal satisfies 5 of the 5 criteria listed in RMC 4-9-250D.2 for the requested modification if all conditions of approval are met. Therefore, staff is recommending approval of the requested roadway modification to leave the existing improvements along Oakesdale Avenue SW as is with no additional right-of-way dedication, as noted below:

COMPLIANCE	STREET MODIFICATION CRITERIA AND ANALYSIS:
✓	<p><b>a.</b> <i>Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</i></p> <p>The applicant is proposing a modification from RMC 4-6-060F.2 for Oakesdale Ave SW. The existing right of way on Oakesdale Avenue SW is approximately 90 feet and is classified as a principal arterial. There are existing street frontage improvements on the west side of Oakesdale Avenue SW, including half of a 13-foot center refuge lane, two 11-foot travel lanes, a 5-foot bike lane, curb and gutter, a 6-foot sidewalk, 6-foot landscaping, and street lighting. The proposed project would normally be required to provide 8-foot sidewalks, 8-foot planter strip, curb and gutter, an 8-foot parking lane</p>

	<p>with bike lanes, and provide a right-of-way (ROW) width of 51.5 feet (103 feet of total ROW on Oakesdale Ave SW). In a street modification request letter (received August 24, 2015; <i>Exhibit 24</i>) the applicant requested a modification to the required frontage improvements along Oakesdale Ave SW. Specifically, the applicant is proposing to retain the existing improvements in order to provide an uninterrupted on-site pedestrian trail and continuous native landscaping.</p> <p>The applicant contends that the required suburban street improvements are out of context with the natural setting of the site and surrounding native vegetation and would create discontinuity along the street frontage. The applicant maintains that the existing sidewalk conditions along Oakesdale Ave SW meet the intent of the required improvements and already include street lighting, sidewalks, a bike lane and curb and gutter.</p> <p>The Boeing Longacres Property Second Amended Binding Site Plan states that “the development of the lots created herein shall provide suitable vehicular and pedestrian connections to public rights-of-way with the development of the site as follows: Pedestrian connections shall be provided from building entrances within each individual parcel to a public right-of-way.” Therefore, staff is supportive of the applicant’s street modification request, in part, because the street already contains safe pedestrian access along Oakesdale Ave SW from Longacres Office Park (LOP) Phase I to LOP Phase IV, or from SW 16th St to SW 27th St.</p> <p>This modification request would serve to maintain a larger onsite landscaped buffer that is generally consistent with LOP Phase I, along the west side of Oakesdale Ave SW, near the Boeing buildings. The modification request would meet the objective of a safe walkable environment along Oakesdale Ave SW. The proposed right-of-way improvements would allow for a planting strip along the back of the sidewalk that would be of ample length and width to support new landscaping trees as well as preservation of existing onsite trees. There are no identified adverse impacts from the requested modification to provide a reduced right-of-way width less than the existing right-of-way width of approximately 90 feet wide.</p>
✓	<p><b>b. Will not be injurious to other property(s) in the vicinity.</b></p> <p>Oakesdale Ave SW is a principal arterial street and there are existing street frontage improvements (sidewalk and landscape strip) on the west side of Oakesdale Avenue SW. The applicant has indicated that the modification would not prohibit future implementation of the street improvements. The existing improvements support both public demand and pedestrian movements and a reduction to the road standards would not be injurious to other properties in the vicinity.</p>
✓	<p><b>c. Conform to the intent and purpose of the Code</b></p> <p>The intent of the code is to require new construction to dedicate and complete half-street frontage improvements. The applicant has indicated that the proposed modification would allow for improvements to the onsite landscape screening at the back of the existing sidewalk. With the identified improvements the intent and purpose of the Code are achieved.</p>
✓	<p><b>d. Can be shown to be justified and required for the use and situation intended; and</b></p> <p>The revised street standards provide a safe design for vehicles and pedestrians, and</p>

	<p>will enhance the attractiveness of the new development. Maintaining a consistent appearance along the street frontage will be beneficial to the subject property and surrounding property owners. The improvements provide for a planting strip of sufficient size for landscaping on the backside of the sidewalk. The six foot side sidewalk at this location meets the needs of the limited number of residents relying on this sidewalk for access to the greater neighborhood.</p> <p>In addition, the applicant is proposing a walking trail (4-foot wide 3/8" minus crushed rock over filter fabric) located around the perimeter of the project. The applicant contends that the modification would allow for an enhanced pedestrian path around the perimeter of the project which would improve pedestrian connectivity between Oakesdale Ave SW and SW 27th Ave SW and allow for on-site passive recreation. If all conditions of approval are met, there are ample pedestrian and vehicular accommodations to support safe and efficient access and circulation for all users and uses in the area.</p>
✓	<p><b>e. Will not create adverse impacts to other property(ies) in the vicinity.</b></p> <p>A reduction in the size of the road standards will not create adverse impacts to other properties in the vicinity and would eliminate disruption of services in the area, provided if all conditions of approval are met.</p>

#### **I. CONCLUSIONS:**

1. The proposal is located in the Employment Area Valley (EAV) Comprehensive Plan designation and the Commercial Office (CO) zoning designation and is compliant and consistent with City of Renton plans, policies, regulations and approvals, as vested via Exhibit 19, 20, and 25, see FOF 20.
2. The proposal complies with the Site Plan Review Criteria if all conditions of approval are met.
3. Staff does not anticipate any adverse impacts on surrounding properties and uses as long as the conditions of approval are complied with.
4. The proposed Site Plan is anticipated to be compatible with existing and future surrounding uses as permitted in the CO zoning classification.
5. The scale, height and bulk of the proposed buildings are appropriate for the site.
6. Safe and efficient access and circulation can be provided for all users, see FOF 20.
7. There are adequate public services and facilities to accommodate the proposed use.
8. The proposed location is suited for the proposed office use.
9. Adequate parking for the proposed use can be provided, see FOF 20.
10. The proposed use would not result in a substantial or undue adverse effect on adjacent properties.
11. The proposed development would not generate any long term harmful or unhealthy conditions. Potential noise, light and glare impacts from the proposed use have been evaluated and mitigated if all conditions of approval are complied with.
12. Adequate onsite landscaping is provided in all areas not occupied by buildings, refuse and recycling or paving.



13. The proposal satisfies 5 of the 5 criteria listed in RMC 4-9-250D.2 for approval of the roadway modification as the conditions of approval are complied with.

#### **J. RECOMMENDATIONS:**

Staff recommends approval of the Site Plan and Street Modification for Longacres Business Center Phase II, File No. LUA15-000630, ECF, SA-H, MOD as depicted in the Exhibits, subject to the following conditions:

1. The applicant shall comply with the one (1) mitigation measure issued as part of the Determination of Nonsignificance-Mitigated (DNS-M), published on September 25, 2015.
2. The applicant shall maintain the proposed 32-foot wide private access roadway width as provided for in the approved binding site plan, as follows and showing in Exhibit 32:
  - a. Along the main entrance from Oakesdale Ave SW to the first drive isle located immediately east of Building D (approximately 391 feet). This east/west connection shall include two 12-foot travel lanes with a center 8-foot wide raised planter island. The center planter island may include breaks to allow for vehicular circulation.
  - b. Along the north/south driveway isle located immediately east of Building D (approximately 380 feet). This driveway isle shall provide a direct connection to the north and south property lines. The walking trail, landscaping and parking shall be revised to allow future road connections for site-to-site vehicle access ways to allow a smooth flow of traffic across abutting CO lots (or to Lots 18 & 20) without the need to use a public street.
  - c. Along the east/west driveway isle located immediately south of Building C, west of Naches Ave SW (approximately 212 feet).
  - d. Along the north/south driveway isle located immediately west of Building C (approximately 300 feet). This driveway isle shall provide a direct connection to the north property line. The walking trail and landscaping shall be revised to allow future road connections for site-to-site vehicle access ways to allow a smooth flow of traffic across abutting CO lots (or to Lot 8) without the need to use a public street. A final site plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
3. The applicant shall be required to submit a detailed landscape plan that complies with RMC 4-8-120 to the Current Planning Project Manager prior to construction permit approval.
4. The applicant shall be required to add a minimum of 40 bicycle parking spaces onsite. Bicycle parking shall be provided for secure extended use and shall protect the entire bicycle and its components and accessories from theft and weather. A final bicycle parking analysis and bicycle parking plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
5. The applicant shall be required to submit a conceptual sign package which indicates the approximate location and size of all exterior building signage. Proposed signage shall be compatible with the building's architecture and exterior finishes. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
6. The applicant shall be required to obtain and record the actual elevation (in relation to mean sea level) of the lowest floor for the new structure. A flood elevation certificate shall be submitted by the applicant to the Current Planning Project Manager prior to the building's finished floor construction. The finished floor elevation would be required to be verified by a preconstruction elevation certificate at the time of construction of a substantial structural element of the finished floor (i.e., foundation

form for the concrete floor). An as-built elevation certificate would be required to be provided prior to issuance of final occupancy.

7. The applicant shall be required to submit a biological assessment or BA, as required by the National Marine Fisheries Service (NMFS). The applicant shall be required to comply with any unanticipated mitigation recommendations from the assessment. The BA shall be submitted to the Current Planning Project Manager prior to construction permit approval.
8. The applicant shall provide a lighting plan which will adequately provide for public safety without casting excessive glare on adjacent properties at the time of building permit. The plan shall indicate the location of exterior/ornamental lighting to be attached to the building, and any surface parking lighting, including specifications of the light fixtures. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
9. The applicant shall complete a lot combination or a lot line adjustment prior to building permit approval. A cross access agreement and/or a shared parking agreement shall be completed if the development is divided into two or more separate lots. If a cross access and/or parking agreement is proposed, the document shall be reviewed and approved concurrently with the two lot combination and approved by the Current Planning Project Manager. The agreement shall be recorded concurrently with the lot combination.
10. The applicant shall provide direct pedestrian connections from Building D to the proposed perimeter walking trail. In addition, the applicant shall provide a 5-foot wide paved walking trail from Oakesdale Ave SW to Building D. Final approval of materials and/or patterns shall be reviewed by the Current Planning Project Manager prior to building permit approval.
11. The applicant shall complete the on-site 12-inch water main loop around Buildings C & D by connecting the water main to the existing onsite 12-inch water main and extending the south portion of the 12-inch looped water main to the intersection of Naches Ave SW and SW 27th St. This 12-inch water main extension shall be installed prior to final building occupancy of Longacres Business Center Phase I.
12. The applicant shall amend the Boeing Longacres Property Second Amended Binding Site Plan (*Exhibit 3*) to reflect the approved Longacres Business Center Phase II Site Plan. The amended binding site plan shall be submitted for review at the time of the commercial building permit submittal and be recorded prior to final building occupancy of Longacres Business Center Phase II.

EXPIRATION PERIODS:

Site Plan Approval expires two (2) years from the date of approval. An extension may be requested pursuant to RMC section 4-9-200.